

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

FIG

LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy Idg TDZE Apt Elev	8000 834 842
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ILS V RWY 35 (CONVERGING)
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

RNP APCH-GPS. From NNEW.

DME or RADAR required.

T Inop table does not apply. No autoland on ILS V RWY 35 (CONVERGING). Simultaneous approach authorized.

ALSF-2



MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.

D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	
	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	133.2
DEP 120.8	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	

LOCALIZER 110.95
I-BMA
Chan 46(Y)

PROTOTYPE-NOT FOR NAVIGATION

MSA GEP 25 NM
3500

LYDIA
GEP 32.6
FGT 12.8

FARMINGTON
115.7 FGT
Chan 104

ALTERNATE MISSED APCH FIX
LYDIA (264°T)
FGT 12.8 115.7 FGT
R-258
Chan 104

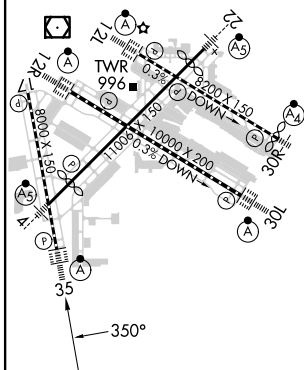
LYDIA
GEP 32.6
FGT 12.8

FARMINGTON
115.7 FGT
Chan 104

ALTERNATE MISSED APCH FIX
LYDIA (264°T)
FGT 12.8 115.7 FGT
R-258
Chan 104

ELEV 842	D	TDZE 834
HIRL all Rwy's		
REIL Rwy 17		
TDZ/CL Rwy's 12L, 12R, 30L, and 35		

HIRL all Rwy's
REIL Rwy 17
TDZ/CL Rwy's 12L, 12R, 30L, and 35



3000 hdg 240°	GEP R-182	LYDIA △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71).			ROZEE I-BMA 11.2 RADAR
CATEGORY	A	B	C	D		
S-ILS 35	1684-3 850 (900-3)					

MINNEAPOLIS, MINNESOTA

Amdt 6 FIG

MINNEAPOLIS-ST PAUL INTL /WORLD-CHAMBERLAIN (MSP)

44°53'N-93°13'W

3'W ILS V RWY 35 (CONVERGING)